

COUNTY OF YORK

MEMORANDUM

DATE: January 20, 2004 (BOS Mtg. 2/3/04)

TO: York County Board of Supervisors

FROM: James O. McReynolds, County Administrator

SUBJECT: Six-Year Secondary Road Improvement Program—FY2004-05 through FY2009-10

Issue

Every year the Board of Supervisors must review and adopt a priority listing for the use of the secondary road improvement funds projected to be allocated to York County over the next six years and a construction budget for the first year of the program (FY2004/05). The Code of Virginia requires that public comment be solicited through a duly advertised public hearing jointly conducted by the Board of Supervisors and the Virginia Department of Transportation (VDOT). Following the public hearing, the Board recommends a priority listing to VDOT. The Board conducted a work session on October 28, 2003 to discuss potential projects with Mr. Steven Hicks, VDOT Resident Engineer, and to provide its guidance and direction to staff. The required public hearing has been scheduled for February 3, 2004. The proposed projects and priorities presented in this memorandum are those discussed at the October 28th work session.

Considerations

1. The six-year funding window allows projects to be prioritized such that engineering and right-of-way acquisition can proceed in advance of construction funding. In this manner, projects move through the program in a logical pattern that accommodates the often long lead times necessary to undertake significant improvements. Attachment 1 lists the projects that have been included on the Six-Year Secondary Plan between 1991 and 2003.
2. As the Board will recall, two years ago VDOT found it necessary to significantly reduce the allocations for Secondary System projects. In York County, allocations were reduced by almost 40% from the amounts that had been projected in 2001. The effect of these reductions on project schedules was exacerbated by the significant increases in estimated project costs caused by VDOT's revision of its estimating procedures. Projected funding levels have not recovered and the reduced allocations continue to have an impact on the Six-Year Improvement Plan. Also, there remains a possibility that near-term allocations could be further reduced to help cover the unanticipated Hurricane Isabel recovery costs.
3. The program proposed for consideration represents essentially the same list of priorities adopted by the Board of Supervisors in February 2003. Three projects (Dare

Road/Constitution Drive intersection, Kay Lane, and Seaford Road) have dropped off the list since they have either been completed or are under contract for completion and require no further allocations. The most current estimated advertisement dates and costs for each project are shown in the attached chart.

4. The major highlights of the proposed Six-Year Plan are as follows. In total, these projects represent almost \$23 million of road construction (including engineering, right-of-way and construction costs), 68% of which can be funded within the six years encompassed by this proposed plan:
 - The project priorities would remain unchanged and funding would be allocated in sufficient amounts to bring the projects to construction as fast as possible and, for the most part, in the order in which listed. The Lakeside Drive project (Priority #1) is currently in the preliminary engineering phase and VDOT is working to complete revisions to the plans in response to public comments expressed at the May 21, 2003 public hearing. This project is programmed to be advertised for construction in September 2005.
 - Priority #2, the Big Bethel Road project, involves intersection improvements at both Route 134 and 171. This project is programmed to be advertised in February 2005.
 - Although listed on the Secondary Roads Six-Year Plan, funding for the Fort Eustis Boulevard extension project (Priority #3) is from Regional Surface Transportation Program (RSTP) and Revenue Sharing funds. As requested by the Board, VDOT has broken the project into two phases and is giving priority to the segment between Route 17 and Old York-Hampton Highway. The project is scheduled to be advertised in May 2005.
 - The Penniman Road project (Priority #4) is moving through the preliminary engineering phase. Mr. Hicks will be carefully reviewing the design of this project to ensure that it accomplishes the desired safety and capacity improvements in the most cost-efficient manner.
 - The Cary's Chapel Road project (Priority #5) design has been completed and utility relocation has been accomplished. This project received a \$1.41 million budget supplement from the special Congestion Relief funds made available by the Governor and allocated through a decision-making process involving both the region and the Governor. This supplemental funding has allowed the project schedule to be advanced by almost three years from the original July 2006 advertisement date. The additional benefit of this funding is that it frees up a significant amount of Secondary System funds for allocation to the County's other priorities.

- Preliminary scoping continues on the Water Country Parkway project (Priority #6) and a determination is pending as to the status of the rail line (to Cheatham Annex) that has an impact on the ultimate project design and how it intersects with Penniman Road. Once this issue is resolved, preliminary engineering work will be able to proceed. To date, this project has been funded with a combination of County funds, contributions from Busch Properties (an adjacent property owner) and VDOT Revenue Sharing funds. The total project budget currently available through the Revenue Sharing Program is \$604,200. Given its potential importance in opening this area to additional economic development, additional future Revenue Sharing fund allocations may be warranted and desirable. However, such allocations are unnecessary until the engineering/design process has moved further along. Construction funding from Secondary System allocations is projected in the proposed plan in the out-years (2007-2010) and additional Revenue Sharing allocations could free up some of those Secondary System funds for allocation to other projects.

The relocation of Water Country Parkway will greatly benefit over one dozen existing businesses in the Penniman Road corridor. The corridor is currently home to two light industrial parks – Penniman Road Commerce Park and Stanley Park – which contain businesses that range from a medical supply distribution facility to a site contractor's equipment yard. The corridor will soon be home to another light industrial "flex-space" facility under development by the Bush Companies. The more direct routing of Water Country Parkway as it enters the area from Route 199 will help improve truck access to/from Interstate 64. This is extremely important to companies like Liberty warehousing, which has daily tractor-trailer truck traffic. Another benefit of improving Water Country Parkway relates to the County's objective of encouraging development of the 250-acre Egger tract that is zoned EO-Economic Opportunity. This property could ultimately be developed as a manufacturing campus or a high-end office park. In either instance, a more direct route via a relocated Water Country Parkway will be an integral component in facilitating its development.

- The Grafton Drive/Burts Road connection (listed as Priority Nos. 7 and 8) is in the preliminary scoping stage and will require significantly more investigation and conceptual design work before VDOT can prepare a reliable construction cost estimate. This preliminary work will be able to continue with the funding already allocated to the projects.
- Yorkville Road (proposed Priority #9) is a project that is intended to improve the alignment/geometrics of the sharp, 90-degree bend in the road. The pavement width and sight distance conditions at this curve are of concern to the

residents of the Piney Point area. This project was first listed on the plan in 2003 and preliminary scoping has been accomplished and a project cost estimate of \$650,000 has been established. The project is programmed to be advertised in November 2006.

- The Cook Road bike lane improvement project remains on the plan and scoping work is being initiated. Eighty percent (80%) of the cost of this project will be provided through federal Congestion Mitigation and Air Quality funding allocated by the Metropolitan Planning Organization. The project is intended to provide safe bicycle connections along Cook Road between Ballard Street and Surrender Road.
5. As was the case last year with the Seaford Road project (shoulder widening/pavement rehabilitation; work scheduled for summer 2004), VDOT proposes to undertake a similar effort on the segment of Penniman Road between Water Country Parkway and Route 199. This segment of Penniman Road serves a developing light industrial area and the condition of the road (pavement/shoulder width) is inadequate for large commercial vehicles. Undertaking this as a shoulder/pavement rehabilitation project, rather than a full-scale redesign/rebuild project will save a considerable amount of funds but will still provide improvements in capacity and safety. Since the Board of Supervisors identified this as one of the County's Revenue Sharing Program projects for 2004 (\$228,000 - \$114,000 VDOT/\$114,000 County), it will not be necessary to allocate any additional Secondary System funds.
6. In summary, the allocations proposed for consideration for FY2003-04 are as follows:

Project	Budgeted Amount -2004/05
Total Countywide Allocation for incidentals (culverts, etc.)	\$170,000
Lakeside Drive	\$760,000
Big Bethel Road	\$346,000
Penniman Road	\$164,078
Cary's Chapel Road	\$141,000
TOTAL	\$1,581,078

PLANNING COMMISSION RECOMMENDATION

The Planning Commission has previously found all of these projects to be fully in accordance with the Comprehensive Plan, as required by the Code of Virginia.

COUNTY ADMINISTRATOR'S RECOMMENDATION

I believe that the Six Year Plan proposal developed by the Resident Engineer and staff represents a good approach to keeping the County's Secondary System improvement priorities on-track in the face of reduced allocations and escalating costs. I am particularly impressed with Mr. Hick's initiative to identify the "maintenance/rehabilitation" project approach as a way of addressing in a more timely and cost-effective manner some of the County's improvement needs. Staff stands ready to provide any additional details that the Board may desire based on its discussions or on any comments received at the public hearing. Assuming that the public hearing does not result in a change of projects and priorities, I recommend adoption of proposed Resolution No. R04-20.

Carter/3337
Attachments

- Summary Listing of Projects (1991 to 2004)
- Six-Year Secondary Road Construction Plan/Allocations Table
- Proposed Resolution No. R04-20

Copy to: Steven Hicks, Resident Engineer, Virginia Department of Transportation